

# Meeting Minutes

**Meeting:** State Controller – Aloha Stadium

**Date:** March 25, 2008

**Purpose:** Review potential alignment within Aloha Stadium Property

**Attendees:**

Russ Saito (State Comptroller), Scott Chan (Aloha Stadium Manager), Christine Kinimaka (DAGS Public Works – Planning Branch Section Head), Bruce Bennett (DAGS Public Works – Planning Branch, Kevin Chong Kee (Aloha Stadium Authority Chair), Earnest Lau – Public Works Director, Ralph Morita – Public Works Manager Planning Branch

Faith Miyamoto, Gary Takahashi, Susan Robbins, Jim Dunn

**Minutes:**

- Gary Takahashi presented drawings depicting two alternative alignments through the Aloha Stadium property. Both alignments were developed responding to requests from the Aloha Stadium management team at our March 14 meeting.
  - The first alternative has the alignment similar to the original shown at the March 14 meeting, but the station moved Koko Head to Upper Halawa parking lot. The alignment would curve makai leaving the station to maximize the distance between the guideway and the stadium.
  - The second alignment alternative moves the guideway to the perimeter of the stadium property, parallel to Salt Lake Blvd. The station would be located in the Upper Halawa lot, but much closer to Salt Lake Blvd. The alignment leaving the station would be closer to the stadium itself, due to the geometrical requirements for special trackwork.
  - Both new alignments would displace 115 to 135 parking stalls. This estimate could be reduced as plans are developed for the station entry, and restriping schemes for the parking lot are considered.
- The Aloha Stadium management team discussed the alternatives in relationship to the original alignment, which has the station located directly adjacent to the stadium in the UH Reserve Lot. It was the consensus of the team to use the original alignment and station location, with the exception that the alignment should follow the perimeter alignment parallel to Salt Lake Blvd. The team concluded:
  - The original alignment best serves the stadium
  - Least impact to the parking lot circulation
  - Provides for greater connectivity to the stadium
  - Allows for security separation between the transit operation and the stadium

- **Mr. Saito asked that we consider the following as we develop design in PE:**
  - **Salt Lake Blvd to be realigned around the Kamehameha parking lot and convert the existing roadway to stadium and possibly transit parking**
  - **Consider connecting the Kamehameha lot (transit's park and ride lot) with grade separated ramp across Kamehameha Highway to access the Arizona Memorial and Richardson Park. This ramp would be used by stadium customers, eliminating a dangerous at grade crossing.**
  - **The stadium would consider allowing bus and park and ride in the UH Reserve Lot, if a mutually acceptable plan can be developed.**
- **Mr. Saito emphasized that the above considerations should not be pursue at this time, if their inclusion would delay our DEIS.**
- **Next Steps:**
  - The preferred alignment and station location will be presented for discussion at the upcoming Aloha Board meeting.
  - RTD will continue with PE using the preferred alignment.
  - RTD will keep the Aloha Stadium management team informed as the design and DEIS are progressed.